

**IN THE SPECIFICATION:**

The specification as amended below with replacement paragraphs shows added text with underlining and deleted text with ~~strikethrough~~.

Please REPLACE paragraph [0002] on page 1, beginning on line 8 and ending on line 13 as follows:

[0002] Various research efforts and proposals have been made concerning a catalyst-type exhaust gas purifying system for purifying the exhaust gas of an internal combustion engine of an automobile, a stationary type internal combustion engine or the like by reducing NOx. Especially, in order to purifying~~purify~~ the exhaust gas of automobiles or the like, a NOx occlusion reduction type catalyst, a three-way catalyst or the like have been used.

Please replace paragraph [0025] on page 7, beginning on line 14 and ending on line 21 as follows:

[0025] As shown in Fig.1, this NOx purifying system 10 is provided with an intake air quantity sensor (air-mass flow sensor) 21, a compressor 31a of a turbo-charger 31, an inter-cooler 22, and an intake throttle (intake throttle valve) 23. Moreover, a turbine 31b of the turbo-charger 31<sub>1</sub> is arranged in the ~~intake passage (intake pipe)~~ 2exhaust pipe 3 of the engine 1. And a direct reduction type NOx catalyst 32 is arranged in the exhaust gas passage (exhaust pipe) 3. Moreover, an EGR cooler 41 and an EGR valve 42 are arranged in ~~the~~an EGR passage (EGR pipe: exhaust gas recirculation passage) 4.

Please replace paragraph [0026] on page 7, beginning on line 22 and ending on line 27 as follows:

[0026] Further, a temperature sensor 71 which serves as the~~a~~ catalyst temperature detecting means for detecting the catalyst temperature, is arranged in the direct reduction type NOx catalyst 32. However, in the case of using the exhaust gas temperature instead of the catalyst temperature, the temperature sensor 71 ~~is~~may be arranged in the neighborhood of the inlet or outlet of the direct reduction type NOx catalyst 32.